

SECRET

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1. Vechernaya Moskva No 303 for 25 Dec 52, carried an article entitled: "A New Port in Ul'yankovsk". The article indicated that construction of a new port in Ul'yankovsk has been commenced according to plans drafted by the Moscow State Project-Survey Institute of River Transport, "Mosgipromrechtrans." The river ports at Kazan and Stavropol were equipped according to plans drafted by this institute.
2. Waters of the future Ul'yankovsk port will be flooded in to the foot of the city. The pier embankment will be reinforced for a distance of several hundred meters with rabbeted metal pilings. Warehouses for cargo as well as various administrative, service and repair buildings will be constructed on the bank in the port vicinity. All loading and unloading operations in the future port will be completely mechanized and powerful gantry cranes will be installed on the docks.
3. Waiting rooms, post and telegraph offices, and a room for mothers and children will be provided for passengers. A statue of Lenin will be mounted in the station square. Poplar and Linden trees will be planted on the shore and in the dock area. The new port will be linked with the city of Ul'yankovsk by an asphalt road. The port will be protected from the Kuibyshev Dam by a strong breakwater; a dirt bank reinforced with rock and reinforced concrete.
4. [ ] construction is still being confined to excavation work, because the article states that in December 1952, only the first part of the metal piling had been delivered to the construction site. During this same period, work on a power transmission line from the city had just begun. In addition, temporary living quarters and other service buildings were begun.

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SECRET/SECURITY INFORMATION

- 2 -

5. Up until the present time, Ul'yanovsk has only been considered a pier and was a part of the Volga-Kama Basin or the River Fleet.
6. Concerning the port of Kazan, the article in the 11 Jun 53 issue of Izvestiya under the title "In the Port of Kazan" states that the port has eight docks. Docks in river ports are placed parallel to the shore, and consequently that must be the way they are disposed in Kazan. [redacted] the overall length of the piers must be no less than 800-900 meters if we calculate that major river vessels will be moored at all eight docks simultaneously. The port of Kazan is located five kilometers from the city, as the city is that distance from the river. In this port the vessels will be loaded and unloaded by gantry cranes and floating cranes. If we calculate two cranes to a dock, there will be no less than 16 cranes in the port. In addition, the port is equipped with power trucks (avtokary) whose usual capacity is 1.5-2 tons, fork lifts (avtopogruzchiki) whose capacity is usually 1.5-1.8 tons, and truck cranes (avtomobil'nyye kran'y) whose usual capacity is three tons. Cargoes come to the port of Kazan from five seas, the White, Baltic, Black, Azov and Caspian, and the large flow of freight, particularly during 1952, caused a significant increase in the port's freight turnover. 50X1
7. When a large number of vessels arrive in the port at the same time, they are placed in two rows at the dock. The Izvestiya correspondent writes that the port is so well-equipped technically that two vessels can be unloaded rapidly at the same dock. Hand operations have been reduced to a minimum at the port. The port also has two specialized piers where hand carrying has been eliminated altogether; these two piers can handle self-propelled barges and large motorships. High-speed techniques are used and 24 hours is a maximum period for handling a single ship.
8. In 1953 the port acquired two floating cranes and a number of auxiliary machines. The port has fulfilled its plan for April-May by 125%. Head of the port is Georgiy Mikhaylovich Karharash'yan.
9. Izvestiya No 142 of 18 Jun 53 carries an article entitled "Mechanical Stevedores" and states that design organizations of the USSR Ministry of the Marine and River Fleet are developing new machines which will mechanize loading and unloading operations on ships. At the present time /1953-/ an electric bridge crane with a fork grab is being tested under production conditions in the port. The machine can place cargo either lengthwise or crosswise in the warehouse, placing it anywhere, and in addition can load to more than five meters in height. The machine is very mobile, and makes possible much more economical use of space in the warehouse. The machine is very productive and lightens the work of stevedores inside warehouses. The machine's capacity is 1.5 tons. This crane is of great importance in loading, unloading and stacking packaged, wrapped and piece-goods.
10. Besides this crane an automatic deck fork-lift has also been developed. As is well-known, the most time-consuming work in ports is that of loading and unloading ships' holds, so a group of construction men and engineers of the Ministry of the Marine and River Fleet and employees of experimental workshops built a special automatic deck fork-lift. The fork grab of the mechanism descends into the hold of the ships, seizes the cargo, brings it above and transmits it to the dock. The machine is presently undergoing tests.

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